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APPENDIX II.

[Vide answer to starred question No. 152 asked by Sri S. B. Adityan at the meeting of the Legislative Council held on 4th December 1947, page 13 supra.]

Curriculum of the Indian Administrative Service Probationers' Training School.

1. Detailed study of (a) the Indian Penal Code, (b) the Criminal Procedure Code, (c) the Indian Evidence Act.

2. A general knowledge of the principles of Civil Law particularly, Hindu and Mohammaden Laws, certain sections of the Civil Procedure Code; the Indian Contract Act and general principles of equity.

3. Study of Hindustani for all those who do not have that language as their mother tongue and of one of the languages of the province other than the candidate's mother tongue.

4. Indian History mainly in its cultural, political, administrative and constitutional aspects; the stress being on the main trends of the principal periods and the effect of historical events on the mind, character and the conditions of the people.

5. General principles of economics with special stress on current economic developments in India particularly in the sphere of State Planning, controlled production and distribution, tariffs, public finance, development of agriculture, co-operation, rural credit and marketing.

6. Public administration; a comparative view of Civil Services in various democratic countries, their organization and function and the ideals to be placed before the new Civil Service for India.

7. Riding; a course in motor mechanics and map reading.

APPENDIX III.

[Vide answer to starred question No. 156 asked by Sri B. Narayanaswami Nayudu at the meeting of the Legislative Council held on 4th December 1947, page 17 supra.]

Answer.

(a) & (b) Yes.

(c) The following report has been received from the General Superintendent, Operating Systems, Madras:—

" The Superintending Engineer, Andhra Power System, forwarded a proposal for extension of supply to Katrenipadu, Gopavaram, Madicherla, Billanapalle and Kothapalle villages, Nuzvid taluk. The extension involves 16·25 miles of H.T. lines, 12-5/8 miles of L.T. lines, 8 numbers distribution transformers with a total capacity of 500 KVA, besides other materials. The extension is estimated to cost Rs. 2,28,600 for supply to 113 numbers agricultural services aggregating to a total load of 491:5 horse-power. The scheme will be remunerative only on a special guarantee of

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Rs. 47 per horse-power per annum. Supply will not also be feasible until the erection of two numbers 500 KVA transformers at Nuzvid junction and the coal quota for Bezwada station is permanently increased.

In view of the large quantity of materials involved especially at a time when there is acute shortage of materials and due to high guarantee to make the scheme remunerative in the area, the extension of supply is not possible for the present and may therefore be deferred until the position improves. This will however be reviewed again in another year."

APPENDIX IV.

[Vide answer to starred question No. 158 asked by Sri C. N. Muthuranga Mudaliyar at the meeting of the Legislative Council held on 4th December 1947, page 18 supra.]

GOVERNMENT OF MADRAS.

PUBLIC (INFORMATION AND PUBLICITY) DEPARTMENT.

PRESS NOTE No. 239.

Dated Fort St. George, the 16th October 1947.

It has been brought to the notice of Government that in some places in the mufassal, seats in buses, particularly in front, are reserved for Government officials who wish to travel. The Government desire to inform the public that under the Madras Motor Vehicles Rules, 1940, Government officials are not entitled to any preferential claim in the matter of accommodation in buses. Any person who has tendered the legal fare is entitled to be carried in a bus provided accommodation is available. There was some justification for the practice of reservation of seats for Government officials during the war period on account of the non-import of the new motor cars and the difficulty experienced by touring Government officials in securing used serviceable cars. Now that the position has improved Government have directed that the practice should be discontinued wherever it has been in vogue. Suitable instructions have also been issued in this regard to bus operators.

The present position, therefore, is that no special preference can be claimed in respect of any particular seat in a bus, by any Government official including a touring official of the police, revenue or any other department. Any instance of discrimination by the driver or the conductor in favour of a Government official should be brought to the notice of the Regional Transport Officer concerned.

C. V. HANUMANTHA RAO,
Director of Information and Publicity.